

THE NEW YACHT HYGEIA.

Persons who have watched with interest the varied improvements which have taken place in the last quarter of a century at Port Adelaide cannot fail to include the yacht fleet. Wherever the Briton settles down on a coast line the first aquatic endeavors must necessarily be crude and unfinished, and as circumstances improve so will the class of the coasting fleet, and in our case this has been particularly manifest. The last few years, however, have given greater impetus to yachting, especially as the pursuit was fortunate enough to secure Commodore Bunday as a leader. The early days of yachting presented some exciting contests among inferior craft—that is to say, they were small creatures, just sufficient to sail about the Port Creek. Nevertheless, occasionally the aquatic fetes were not wanting in spirit, even if sailed by amateurs in nondescripts.

The old, old, Hatch Boat, Flying Dutchman, days come back again; and then there were better races between the Red Jacket, Victory, and Lady MacDonnell. There was a great spurt with Coquette, and then Xanthe cleared the course. It was about this time that yachting began to assume a system, and the formation of a club was often mooted, and as often dropped. At length, as matters improved, so the style of yachts changed, and the present era may date from the period when Mr. Bunday entered the lists, followed, as he was, by our late Governor, Sir James Ferguson. The White Cloud was a handsome craft, and served her early purpose of cruising and racing to perfection, but the Governor built the Edith, and then, like a true sportsman, spared neither trouble or expense in fitting her out. She scarcely proved a success, until taken ashore and lengthened considerably. Then followed the Zephyr, a craft which has become one of the most popular in the colony. Others may equal the Commodore in liberality, but none can surpass him, as he evidently feels pleasure in affording pleasure to others. To return to the yachts. The Edith passed into the hands of Mr. Elder, and he has shown himself a good owner, by sparing no expense in altering and improving. Meanwhile the President of the Council joined the ranks of yachtsmen, and to his order was laid down a vessel of such proportions that she would afford more scope than any of her predecessors. While in the builders' yard there were many who inspected with interest the scantling of her material, and the workmanship so lavishly bestowed. As her frame grew into shape it gave rise to the usual diversity of opinion, which in all such cases is sure to be expressed by aquatics. The keel and frame, stem and stern posts, and all such timbers, are of extra size, bolts of copper in ample proportion are thrust in here and there, until the whole is as strong as a thousand ton ship. Perhaps it would be no novelty in England, but it was a feature here, where yachts

land, but it was a feature here, where yachts hitherto were constructed on totally different principles. There was no hurry in construction, as the craft assumed her proportions, and in due course was launched and named the Hygeia, and was handed over to the joiners and riggers.

There was nothing particularly striking about her in the lead color as she had her masts put in, and then lay in the stream a perfect victim for the time being to confusion and artificers. During the past week or so she has assumed a more finished appearance, and there is now little to be desired. From a short distance she looks a smart fore-and-aft schooner with shining black sides, only relieved by her gilt moulding and white top ribbon, and by the figure-head for the cutwater terminates in a beautifully carved half figure of the goddess of health. Her elliptic stern has a delicate tracery of scroll carving surmounted by the crest of her owner, which, appropriately enough, is "a galley with ears erect in altire proper." In the waist are boat davits, and while her sheer is rather in excess, it is not conspicuous when the boats are traced up. The neatness of the rigging aloft adds to her appearance, and as a whole externally she is as smart a craft as could be desired, and a credit to her owner, as well as her designer. Now comes a description of her internal fittings, for, although outwardly she is everything to please the nautical eye, there are those to whom the comforts and elegancies of daily life must be reproduced even when afloat. To these every attention has been paid, with a result which leaves nothing to wish for. Stepping over the gangway discloses a fine open deck as clean as a hound's tooth, and on walking forwards it is at once perceived that every requisite has been well selected. Here is a powerful windlass, with excellent ground tackle, the anchors selected being those known as Martin's self-canting. They are very snug, and lighter in weight, with more efficient holding power than those ordinarily in use. The superiority of the running gear and sails is very striking, and shows at a glance that, although a pleasure vessel, she is more substantially and fitted than the general run of yachts. All the deck eyebolts are of pure brass, the belaying pins are all brass, and there is quite sufficient brasswork about to occupy the youngsters. There are two companions, the one forwards leading to the captain's berth, cooking department, and main cabin. That aft is of bright cedar with circular head, fitted up with flag lockers and finished in the latest style. This is the entrance to the after cabins. Before going below the visitor may observe the labor-saving gipsy winches attached to each mast. The design of the binnacle is a group of brazen dolphins supporting the compass bowl on their tails. In order to avoid the noise almost inevitable in the steering gear, Jarman's patent has been adopted, and is found to be highly successful. It consists of a screw shaft working direct action on the rudder head, in such a manner that the necessary purchase is obtained and

action on the rudder head, in such a manner that an immense purchase is obtained and the shaking abolished. The fore end of the ship below is devoted to the "Jacks," who have there most comfortable quarters.

The chains are stowed below the fore-castle deck, and abaft the next bulkhead is the fore-companion. On the starboard side is the master's berth, very neatly fitted and contrived with lockers and shelves suitable for his appliances; opposite is the *cuisine* where the cook reigns over a neat stove with a full regiment of pots and pans, and the varied machinery of his vocation. The midship compartment is the main cabin, and here the good taste of the artisan is displayed in the finish of some magnificent panels of Huon pine. It appears when the President determined to build a yacht, a log of this wood was especially selected in Hobart Town, and it is almost as handsome as birdseye maple. The sides of course take the curve of the vessel, and relieved as it is by cedar stiles, the whole being highly polished, the effect is extremely handsome. Here is a swing dining-table with a sideboard, highly suggestive of the contents thereof. The upholstery is of a chocolate and blue rep, with curtains to protect the berths. Another, bevy of small compartments, abaft the main cabin, is devoted to pantry, bath, and store rooms, and other offices, each of which is fitted with the utmost precision and care. On the starboard side is the owner's cabin, a fine roomy apartment, having good bed berths and fittings of polished cedar and pine. There is here an *escritoire* of the same woods, which in workmanship reflects great credit on Mr. Williams. The after end of the ship is the ladies' cabin, where the trimmings are blue and gold, with white and gold ceiling, shelves and mirrors, handsome tables, and one end allotted to a piano, which is on its way from England. When this place is full of ladies' nicknacks it will be a complete boudoir. Throughout the *Hygeia* from stem to stern the fittings are most excellent, and nothing has been spared to render her one of the most perfect yachts in the colonies. She is about 90 tons yacht measurement, or 75 register. She has on board 41 tons of ballast, and this is stowed amidships under the cabin sheets. The main frame of the schooner is of red gum, with Swan River planking, the deck and masts of Kauri pine. She is sheathed high with muntz metal, and pierced on each side with seven large ports for light and ventilation. On Thursday she made her first essay under sail, and with a light breeze proceeded down the Port Creek. On reaching the open water outside she soon showed how she could step along, and on reaching the Semaphore Jetty the enthusiastic Scotchman, Mr. Taylor, who desigued her, was rowed ashore that he might contemplate her external appearance from the pier. Being perfectly satisfied that her taunt raking masts carried the well-cut sails to advantage, he was joined

satisfied that her taunt raking masts carried the well-cut sails to advantage, he was joined by Commodore Bunday, and returning on board made sail for Glenelg. It is said one of the first intercolonial trips of the *Hygeia* will be to Melbourne, to meet the son of Mr. Milne, who is returning to this colony via Victoria, having taken passage in the *Carlisle Castle*. If so she will be as much admired there as here, and it is hoped the example set by the President will be followed by other wealthy men, and we shall show at an early date what splendid facilities there are in the colonial waters for the full enjoyment of that highest of British sports, yachting. The dimensions of the *Hygeia* are 69 feet between the perpendiculars, 17 feet 6 inches moulded breadth, and 10 feet depth of hold. She has been built by McCallum, of the Port, from the design of Mr. Taylor, and the joiners' work is from the factory of Mr. Williams.

On Saturday afternoon a large party of gentlemen, invited by the owner of the *Hygeia*, proceeded to Glenelg, where they were met by Mr. Milne and officers of the yacht, who escorted them on board the *Fairy*, which was lying alongside the jetty. Amongst those present were Sir John Morphett, the Hon. Sir H. Ayers, M.L.C., Sir G. S. Kingston, M.P., W. Morgan, M.L.C., J. Crezier, M.L.C., C. Mann, M.P., W. Bunday, M.P., Messrs. R. I. Stow, Q.C., W. Mair, M.P., G. C. Hawker, S. Way, Q.C., S. Tomkinson, J.P., W. G. Cuthbertson, W. J. Crawford, J.P., J. Souttar, J.P., E. W. Andrews, J.P., C. Todd, C.M.G., James Wigley, James Parr, G. Anderson, and many other well-known colonists. When all were on board, the little steamer made a start, and, after two or three turns around the *Hygeia* and *Zephyr*, made fast alongside the former. The visitors then made a thorough exploration of this latest triumph of South Australian energy, and all expressed themselves as being highly pleased with the vessel. They then made a start for the shore, and on arrival proceeded to the Parade Hotel, where an excellent luncheon was set out, to which all did ample justice, their appetites being sharpened by the sea trip. The chair was occupied by the Hon. W. Milne, P.L.C., who was supported on his right by Sir G. S. Kingston, and on his left by Sir Henry Ayers, K.C.M.G. After the eatables were removed,

Sir H. AYERS said he had very great pleasure in proposing "Success to the *Hygeia*." (Loud cheers.) He had to congratulate Mr. Milne on having a really excellent seaboat. It was creditable to the colony that he had been able to get so perfect a yacht fitted out in South Australia. (Hear, hear.) He could assure that gentleman that there was no one who did not hope that he would not only have amusement from the *Hygeia*, but that his excursions in her would tend to his health. He asked them all to drink "Success to the *Hygeia*."

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The Hon. W. MILNE, P.L.O., who was received with loud and continued applause, said he was much obliged to them for the toast they had just drunk so cordially. He was appearing that day, no doubt to the amusement of many of them, in a new character. (Cheers and laughter.) He knew that his friend Mr. Morgan was startled when he first saw him, for he looked as if he had seen some old salt—(laughter)—some bo'sun or bo'sun's mate, and as if he failed to realise the fact that he was looking at the President of the Legislative Council. (Cheers.) Though he did appear in a new character that day, it was one in which he had long hankered to appear. (Hear, hear, and laughter.) He came from the banks of the Clyde, and there was nowhere where there was more beautiful scenery to be seen than in that neighborhood. When he was a youth he had a good deal to do with boats, and he had always clung to the hope that some day he should be the owner of a yacht. (Hear, hear.) If he had started some years ago he would no doubt have been contented with a vessel of smaller tonnage and have borne the necessary hardships, but at his time of life people liked to be done with hardships, so it struck him that if he could have such a vessel that he could take his family and a few friends for a trip it would add greatly to his enjoyment. (Hear, hear.) When he really resolved to set about it he went to Mr. Bunday to know where he should go to to have the boat designed in the best manner, and he had recommended him to go to the builder of his own yacht, and he had every reason to be satisfied with the advice. The designer was Mr. William Taylor, foreman of the shipbuilding yards at the Port. He was one of those quiet unassuming men whose light was hid under a bushel. He had a list of the vessels which he had designed, and they were all a credit to him. (Cheers.) There was the Xanthe, a vessel which had taken a great many prizes for many years past, until the Zephyr appeared, which carried all before her. Then the Edith, which was also designed by the same gentleman, appeared, and was followed by the Fairy. (Hear, hear.) If they looked at the lines of that boat they would see she was a most beautiful model. Then came the Zephyr and the Governor Musgrave, the last production being the Hygeia. He had to tell them that he had given Mr. Taylor special instructions when he asked him to give a design for a boat. He told them this, because if the Hygeia did not turn out to be such a good sailer as Mr. Bunday's or Mr. Elder's, it was his fault and not Mr. Taylor's. (Hear, hear.) He had said there were three things he wanted. The first was safety, the second comfort, and the last speed. (Laughter.) He believed that if either Mr. Elder or Mr. Bunday had been giving orders on that occasion they would have reversed the order, and put speed first. (Hear, hear, and laughter.) He left all contentions in the matter of speed

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to young men like Messrs. Elder and Bunday. (Laughter.) With regard to the safety of the vessel, he confessed that it was a source of amusement to persons at the Port to see the strength of her timbers. They used to say to him that he was building her as strong as a seventy-four—(laughter)—and the feeling was that she would be a very heavy dull sailer. He had, however, brought her round from the Port the other day, and she had agreeably disappointed every one on board. (Hear, hear.) He could safely say that he was perfectly satisfied with her. He thought he ought, in justice to those who had been concerned in the building of the Hygeia, to mention their names. So far as the hull was concerned she was built by Messrs. McAllum & Beauchamp, and, although she was a long time building, that was not their fault, as the state of the labor market just now was such that it was impossible to get work done with any speed. The work on the Hygeia had, however, been done faithfully and well. (Cheers.) Then, the man who fitted her inside, did the panelling, and so on, was Mr. Williams, of the Port. And here he might mention that he had obtained the pine log from a friend of Mr. Bunday's, in Hobart Town—Mr. Alderman Riaby—and it was a curious-looking log. It was full of knots, the whole surface of the log was covered with them. Mr. Williams, however, took it in hand, and soon put it right. Then Mr. Lindsay did the whole of the ironwork. He had been determined that everything should be of the best quality, and he had had everything that was possible done in the colony—(hear, hear)—but there were many of the fittings that he had been unable to get of a sufficiently high class in Adelaide, and he had therefore sent home for them—amongst these were the sails. (Hear, hear.) He wished to give credit to all who had had anything to do with the vessel, and he would therefore mention that Messrs. Eve & Kitson were the painters, and they had done their work to his entire satisfaction. (Hear, hear.) He had had some difficulty in getting a polisher, but at last he had been recommended to a countryman of his own, named Piatt, and he had done the work well. (Hear, hear.) He should like to see a man like that encouraged, and he made the announcement then so as to let people know they had such a man in the colony; and lastly, he was indebted to his friend Mr. Hodgkiss for the upholstery work. He had not been aware that that gentleman did such work, but judging from the specimen on board the Hygeia he thought others would have to look to themselves or this work would be taken out of their hands. (Hear, hear.) In building a yacht he had the idea of building a vessel of such a size that he could take her to the neighboring colonies, and he should certainly have no hesitation in going to Melbourne or Sydney in the Hygeia—(hear, hear)—and he thought when he got there he would be able to show

in the Hygeia—(hear, hear)—and he thought when he got there he would be able to show something creditable to South Australia. (Applause.) He did not intend to go in for racing, but a good fight was coming off, for Mr. Elder had been getting his new sails and Mr. Bunday was getting his. He knew that Mr. Elder was fortunate enough to win the cup last year, and that he meant if possible to keep it, while Mr. Bunday was as determined to wrest it from him. (Hear, hear.) He had spared no trouble to make the Hygeia as efficient as he could, and as creditable as possible as a production of South Australia. (Loud cheering.) He cordially invited all present to go on board and have two or three hours' sailing. (Hear, hear, and applause.)

Mr. W. MAIR, M.P., called attention to the fact that they had amongst them at the present time an English man of war, and, as he understood the Barracouta was to remain on the Australian station for some years, they might hope to see her officers and crew in South Australia again. He, therefore, asked them all to join him in drinking the health of the officers of H.M.S. Barracouta.

The toast was drunk amidst loud applause.

Mr. Paymaster RUDGE responded. He could simply say that the officers of the Barracouta cordially appreciated the way in which they had been received in that port, and that they would carry away with them the most pleasant reminiscences of it. (Hear, hear.)

The toast of Mr. William Taylor was then proposed by the Chairman, and, having been duly honored, the party dispersed, a large number of the guests going on board the Hygeia, which then weighed anchor and proceeded for a cruise in the Gulf. There was a fine stiff steady breeze, with not too much sea on, and with all canvas set, except the top-sails, the yacht sailed beautifully, her speed and style of going calling forth universal expressions of admiration. The wind was equally favorable both going and returning, and, except about half a dozen passengers who were afflicted with *mal-de-mer*, all the excursionists enjoyed their trip heartily. The Edith and Xanthe were at their moorings with abundance of bunting flying. Commodore Bunday got his Zephyr under weigh, and according to nautical etiquette, preceded the Hygeia in the start outwards. Afterwards, as the latter was returning, the Zephyr met her, and hearty cheering was given from both crafts as they shot by each other. Mr. Milne had engaged a brass band, which, as he passed under the bows of H.M.S. Barracouta, played "God Save the Queen," when the jolly British tars cheered lustily, and the yachtsmen responded in the same spirit. On coming to the moorings the Fairy was in readiness to take the passengers, who stepped on board, and gave three hearty cheers for their kind entertainer, the Hon. Mr. Milne, and then the little steamer putting off reached the jetty about 20 minutes past 7 o'clock.